

**Amendments to the Claims:**

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) Brake system for a mobile work tool, wherein a first main non-muscular brake valve for actuating a service brake and a second secondary non-muscular brake valve for actuating this service brake are provided, each brake valve having at least a tank port, a reservoir port for a hydraulic accumulator, and a brake port leading to the service brake, ~~characterized in that wherein~~ the tank port of the main non-muscular brake valve is connected with the brake port of the secondary non-muscular brake valve and wherein the brake valves for braking the mobile work tool are individually operable by the driver of the mobile work tool.
  
2. (Previously Presented) Brake system in accordance with Claim 1, wherein each non-muscular brake valve has at least one control piston that connects the respective tank port with the brake port and blocks the reservoir port when in its basic position, and which may be displaced through the intermediary of an operating element and a control spring assembly, so that the connection to the tank port is blocked and the connection between the reservoir port and the brake port is opened, with a spring chamber of the control spring assembly of the main non-muscular brake valve being connected with the tank port thereof, and the operating element plunging into the spring chamber being sealed by means of a high-pressure seal.
  
3. (Withdrawn) Brake system in accordance with Claim 1, wherein each non-muscular brake valve has at least one control piston which connects the respective tank port with the brake port and blocks the reservoir port when in its basic position, and which may be displaced through the intermediary of an operating element and a control spring assembly, so

that the connection towards the tank port is blocked, and the connection between the reservoir port and the brake port is opened, wherein a spring chamber of the control spring assembly of the main non-muscular brake valve is connected to atmosphere, and wherein a valve bore accommodating the control piston is sealed against the spring chamber through a high-pressure seal.

4. (Previously Presented) Brake system in accordance with claim 1, wherein the main non-muscular brake valve has the form of a dual circuit brake valve, and the secondary non-muscular brake valve has the form of a single-circuit brake valve.

5. (Previously Presented) Brake system in accordance with claim 1, wherein the main non-muscular brake valve has the form of a road travel brake valve, and the secondary non-muscular brake valve has the form of a work brake valve.

6. (Withdrawn) Brake system in accordance with claim 1, wherein the operating element is adapted to be operated through a pedal or a proportional magnet, respectively.

7. (Previously Presented) Brake system in accordance with claim 2, wherein the main non-muscular brake valve has the form of a dual circuit brake valve, and the secondary non-muscular brake valve has the form of a single-circuit brake valve.

8. (Withdrawn) Brake system in accordance with claim 3, wherein the main non-muscular brake valve has the form of a dual circuit brake valve, and the secondary non-muscular brake valve has the form of a single-circuit brake valve.

9. (Previously Presented) Brake system in accordance with claim 2, wherein the main non-muscular brake valve has the form of a road travel brake valve, and the secondary non-muscular brake valve has the form of a work brake valve.

10. (Withdrawn) Brake system in accordance with claim 3, wherein the main non-muscular brake valve has the form of a road travel brake valve, and the secondary non-muscular brake valve has the form of a work brake valve.

11. (Previously Presented) Brake system in accordance with claim 4, wherein the main non-muscular brake valve has the form of a road travel brake valve, and the secondary non-muscular brake valve has the form of a work brake valve.

12. (Previously Presented) Brake system in accordance with claim 2, wherein the operating element is adapted to be operated through a pedal or a proportional magnet, respectively.

13. (Withdrawn) Brake system in accordance with claim 3, wherein the operating element is adapted to be operated through a pedal or a proportional magnet, respectively.

14. (Currently Amended) Brake system in accordance with claim 4, wherein ~~the-an~~ operating element is adapted to be operated through a pedal or a proportional magnet, respectively.

15. (Currently Amended) Brake system in accordance with claim 5, wherein ~~the-an~~ operating element is adapted to be operated through a pedal or a proportional magnet, respectively.